purposes provded for by the Religious Institution (Prevention of Misuse) Act, 1988.

(ii) the historic step of reduction of voting age from 21 to 18——The Constitution (Sixty-first Amendment) Act, 1988.

(iii) section 8 of the Representation of the People Act, 1951 relating to disqualification made stiffer and to cover more social and economic offences;

(iv) registration of political parties;

(v) staff of State Government placed on election duty to be deemed to be on deputation with the Election Commission during that period and to be under the control, superintendence and discipline of the Election Commission;

(vi) introduction of the electronic voting machines;

(vii) measure to control the offence of booth-capturing;

(viii) increasing the number of proposers for filing nominations for elections to Rajya Sabha and Legislative Councils to prevent the participation of frivolous candidates; and

(ix) imprisonment for a term of up to three months and enhancement of fine for the offence of disturbing election meetings.

The proposals referred to in items (ii) —(ix) above, were evolved after consultation with the representatives of the political parties in Parliament; the reforms referred to in items (iii) to (ix) are contained in the Representation of the People (Amendment) Act, 1988.

It may thus be seen that the challenge of effecting reforms in the Election Law in order to make the election process free from corruption and malpractices and also more free and fair, has been tackled energetically from 1985 onwards and several important and far-reaching proposals have been enacted in 1985 and subsequently.

Boycott threat of Indian Cargo by the Sri Lankan Port workers

3001. SHRI T. R. BALU :
SHRI V. GOPALSAMY :

Will the Minister of COMMERCE be pleased to state :

(a) whether Government are aware of the boycott threat of Indian Cargo by Sri Lankan Port workers;

(b) if so, what are the reasons therefor;

(c) what are the commercial items to be affected by this boycott;

(d) whether any cargo meant for Sri Lanka is at present lying at Indian ports;

(e) whether any steps have been taken by Government to solve this crisis; and

(f) if so, what is the outcome thereof?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) Yes, Sir.

(b) The Colombo port workers are reported to be reluctant to unload Indian cargo because of the JVP threat to retaliate against Port workers who cooperate in unloading Indian cargo.

(c) Mainly vehicles, spares for vehicles, medicines, onions, chillies and dry fish.

(d) Yes, Sir.

(e) and (f) The matter has been taken up with the Sri Lanka Government.

System of checking over-speeding by Traffic Police in Delhi

3002. SHRI RAM AWADHESH SINGH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that the Traffic Police in Delhi introduced a system of checknig over-speeding by vehicles three years back and considerable amount towards of fines was realised;

(b) if so, what are the details thereof and what are the reasons for discontinuing this practice;

(c) whether it is a fact that due to long road dividers, traffic is getting chocked at the green Signals; and

(d) whether Government propose to reduce the length of road dividers or reintroduce traffic roundabouts as before ?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. CHIDAMBARAM): (a) Yes, Sir.

(b) 50,973 persons were challaned and an amount of Rs. 36,20,062 was realised as compounding fee from 1-1-86 to 31-7-1989. The Traffic Police have notified speed limits and stepped up the use of radar guns for speed checking. Over speeding by vehicles is vigorously checked.

(c) No, Sir.

(d) There is no such proposal.

Collection of fines for removing vehicles from 'No Parking' areas in Delhi

3003. SHRI RAM AWADHESH SINGH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government are aware of the fact that during 1988-89 Government spent more money for removal of vehicles in Delhi from 'No Parking' areas than the fines collected on that count;

(b) whether it is a fact that the main expenditure was on hiring of private cranes; if so, what are the names of the firms from which cranes were hired;

(c) whether it was also reported that in several cases the vehicles were removed on very trivial and technical grounds; and

(d) if so, whether Government propose to introduce a system by which the vehicle owners could get a fair hearing before fines are imposed?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. CHIDAMBARAM): (a) No, Sir. The defaulters pay compounding fee as well as towing charges. The latter goes to the private crane owners in case the vehicles are towed by private cranes. Compounding fee goes to the Government Treasury. The compounding fee and the towing charges realised from 1988 and 1989 (upto 30-6-1989) are as follows:—

Year	Total Compounding fee	Towing charges levied
1988.	Rs. 46,01,030/-	Rs. 42,92,555/-
1989 (1-1-89 to 30-6-89)	Rs. 26,95,785/-	Rs. 24,36,753/-